Motorcyclists Are Permitted To Carry Passengers ACCESSOR

To New York and Atlantic City By Motor



Washington to New York Is Made Easy by Efforts of Clubs.

AUTO "SMILES AT MILES"

Follow the Beaten Path and Motorists Will Not Have to Resort to Route Books.

Time was when a journey by motorcar Philadelphia, New York or Atlantic City, was an undertaking that caused more than passing comment. So rapid has been motorcar perfection that to use a slogan adopted by an accessory manufacturer, the motorcar of today "smiles

The above-named cities hold more than a passing attraction for the average mo-torist, and the day is stormy indeed when one or more motoring parties do not leave Washington during the touring season with one of the above-named cities as the objective point of their journey.

The roads are all that can be asked.

and, except through the larger cities, very to follow. The motoring clubs of Philadelphia and Baltimore have posted the highway between the two cities with road signs which make it almost unnec-essary to refer to a route book. There are some who make the trip between Washington and Philadelphia in a day, but the najority prefer to spread the 155-mile nurney over two days. Wilmington, Del., the favorite night stop for those who adopt the slower running time. Many of those who are headed to At-

lantic City prefer to cross into Jersey here and take the direct routs to the city by the sea. This route is given below. Others desire to visit the City of Brotherly Love first and then go to Atlantic City. It is hardly necessary to print the route he should follow. Once across the river by ferry, and in Camden, N. J., it is simply a case of follow the crowd. If under the impression that your car is a fast one, ample opportunity will be given to one, ample opportunity will be given to test its speed over the White Horse Pike. An unwritten rule on this road is that the fellow who cannot stay out in front must give way to someone who can. From Philadelphia to New York there

various routes that can be followed. Then, too, there are many who wish to make little side trips to the different New Jersey watering places. It is but neces-sary to follow the beaten path, and you will eventually find yourself on Manha:

Washington to Baltimore. 0.0-District Building. Go east on E

24 Fifteenth and H streets northeast. Turn left. Follow single-track trolley. 62-Bladensburg. Turn left across trol-ley. Keep straight ahead on macadam road through Hyattsville. Turn left at

sco River bridge. 30.5-Turn left into Rolling road. Keep

straight ahead across railroad and up

21.3-Turn sharp right into Wilkens ave-Keen straight ahead into Baltimore.

nue. Reep straight ahead into Baltimore.
37.3—Turn left into Fulton avenue.
38.3—Turn left into Lafayette avenue.
39.9—Turn right into Mount Royal avenue and curve to left, passing Soldiers'
Monument on right. 40.2-Baltimore

Baltimore to Philadelphia. 40.62. Baltimore. (Charles street and

Royal avenue). Turn left into Charles street and keep straight ahead out wide macadam highway. (In event that detours have made a difference in mileage, reset speedometer at this point.) 47.0-Keep to right up grade into 48.3-Towson. Turn left into York road

and two squares beyond turn right into Joppa road. Immediately turn to left and then right again. 48.7—Turn left down grade.

house ahead. 78.5—Turn right. Follow wires. 79.0—Fork. Bear right and keep straight

ahead on macadam. 84.1-Havre de Grace. Cross bridge over Susquehanna River.

84.8—Perryville. After leaving bridge, ollow direct road through town. 87.8—Principlo. Cross two bridges. (Beginning of what is known as the Elkton 95.4-Northeast. Keep straight ahead on

much improved road.

101.3—Elkton. Turn left into North
street. Pass poetoffice on right.

103.4-Keep to right with line of poles.
103.9-Turn left with poles.
108.0-Newark Pass station on left and
turn right. Follow macadam road, which is posted with Automobile Club of Dela-

iron bridge.

low road through Eisemers
Union street.

119.0—Wilmington. Union and Fourth streets. Reset speedometer at this point if detours have caused a difference in the mileage. Turn right into Fourth street agonally right at hotel. Left on Central avenue, is route MM to Philadelphia.

Cross railroad. ware avenue, turning left into Washing-ton street at Garfield Monument. Motorists en route to Atlantic City or to Miliville) Cross railroad at Landisville Cape May, wishing to take the most distation, and at Buena Vista Station.

28.8—Bear left cross railroad at Richrect road, see routes following captions "Penn's Grove to Atlantic City," and

Penn's Grove to Cape May.

121.4—Cross bridge over Brandywine liver and keep straight ahead. 127.8—Sibley's corner. Keep straight Sibley's corner. head. 129.1-Booths Corner. Keep straight

131.6—Chelsea. 133.1—Turn left at stone church. 133.8—Village Green. 136.1—Felton.

137.6-Chester. Bear lightly into Broad street.
133.4—Turn left and cross railroad, pass las. - Turn left and curve to right.

188.7-Turn left and then right.

188.7-At end of city turn right across railroad and then left. Keep straight ahead through two toil gates to 143.1-Cross roads. Toll gate to right on

far corner. Turn right into Point Br 144.2-Turn left. 144.6-Cross railroad.

144.3—Turn left across trolley, 149.3—Turn left with trolley. 150.4—Cross bridge over Schuylkill River. 151.3-Pass Point Breeze race track on

152 2-Turn right with trolley, and keep issued into Moyamensing avenue issue-Turn left. South Broad street. 155.0-Philadelphia. City Hail.

Philadelphia to New York.

0.9-North side city hall, facing north or Broad street. Reset speedometer to zero. Go north on Broad street, bearing slightly to left at end of asphalt into old York

8.0-Ogontz. Take left fork up steep grade.

9.3-Turn right. Meeting House road. 10.3-Turn right into Jenkintown road at ot of hill

11.3-Bear left into Fox Chase and Huntngton pike. 12.4—Fox Chase. Keep straight ahead n Rhawn street.

on knawn street.

14.3—Turn left into Castor road.
16.2—Bustleton. Fork. Keep to right.
Railroad bridge ahead on left.
21.2—La Trappe. Straight ahead.
22.1—Janney Station. Turn right with
macadam. nacadam

25.6—Langhorne. 26.9—Glen Lake. 28.4—Oxford Valley.

31.0-Turn left with macadam.
31.3-Turn left over railroad bridge and take right fork.
34.3-Cross Delaware River.
34.4-Turn right into State street.

35.9-Trenton. State and Broad streets Turn left into Broad street, crossing rallroad and canal, touring right into Brunswick avenue, at Soldiers' Monument. 87.1-Fork, park in triangle, bear left. 40.9-Lawrenceville.

46.0-Princeton. Straight ahead. 48.7—Turn right across Milistone River 49.0—Kingston. Straight ahead. 52.8—Turn right, end of road. 55.8—Franklin Park.

51.0-Fork, right into French street 61.8—Under railroad into Albany street. 62.0—New Brunswick. Albany and George streets. Keep straight ahead on Albany street, across Raritan River and up grade.

63.2-Keep straight ahead, leaving trolley to right. 66.8-Turn left over railroad and then

69.1-Turn right under railroad 69.6-Iselin Station. Turn left across

Pass clubhouse on right. 73.4-Left into St. George avenue

Beltsville. Keep rallroad on right.

19.1—Laurel. Keep straight ahead on macadam through Elkridge, crossing railroad at top of hill, after crossing Patapose Biyes bridge.

into North Broad street and bear right at Soldiers' Monument. 81.0—Bear left with branch trolley.

82.5-Turn right into Elizabeth average. 84.5-Newark. Turn right into Clinton 85.3-Bear left at park into Washington

street. 88.7—Turn right into Bridge street. Cross bridge and continue straight ahead into

street. 96.8-Turn left and then sharp right

97.5-New York. Forty-second street

Pennsgrove to Atlantic City.

Many motorists have had the fixed idea their minds that in order to tour to

hen right again.

48.1—Turn left down grade.

49.1—At foot of hill turn right into Valley road, immediately crossing concrete bridge. Keep straight ahead with railroad on right.

52.0—Turn left through covered bridge.

54.9—Turn right across railroad.

54.9—Turn right across railroad.

54.9—Turn right windmill on right.

55.0—Turn left through covered bridge.

55.9—Turn right across railroad.

56.1—At foot of hill turn right into Valley of Panish of Pa his. The roads via Pennagrove are of the gravel practically all the way. Pennagrove is the same distance from Atlantic Company, H. E. Gladman, Mrs. Lucy F. McCard, Dr. William P. Caton, Anna for traveling over this route are obvious. Ferry charges: \$1.00 and \$1.50, car and triver; passengers 25 cents.

Straight out from ferry lending servers the company of the com 88.2—Belaire Turn left, and at next cor-cer, turn right.

74.5—Fork. Bear left leaving poles. Red
of traveling over this route are obvious. driver; passengers 25 cents. Straight out from ferry landing across

6.5-Pennagrove, N. J. Straight through right leads to Salem, N. J.) Cross railroad through numerous crossroads avoiding right fork just beyond small bridge. Cross iron bridge (pond on left). 8.6—Sharptown, irregular 4-corners, turn

right across iron bridge. 10.4 - 4-corners, turn left cross fron

11.9-Woodstown, irregular 4-corners at 11.9—Woodstown, irregular 4-corners at iron water-strength, straight through. Cross railroad curving right. Cross small wood bridge. Avoid right-hand road, 142.2—Fork of three roads, turning right.

s posted with Automobile Club of Delaware signs.

113.5—Turn left with macadam.
113.5—Turn right with macadam.
115.5—Marshallton. Turn right across ron bridge.
116.2—Cross trolley and turn right. Follow road through Eisemere Junction into Union street.
118.6—Wilmington. Union and Fourth threets. Reset speedometer at this point

treet.
48.3 - Mays Landing, Main and Mill

streets. Turn square to right on Main street (first beyond bridge). Cross rail-road on into Washington avenue. 51.0—Pleasantville, 4'-corners. Turn right on shore road, crossing railroad at sta-tion. Left is route to Lakewood and New York city. ners. Meeting trolley turn left on Atlantic avenue.

67.8—Atlantic City. Atlantic and North

Carolina avenues.

About People You Know Along Automobile Row

By E. J. BLACK.

Sales made during the past week by the Cartercar Sales Company are re-ported as follows: Touring cars to Frank McManaway, Jim Anderson and A. L. Falk. Roadsters to Father Nicholas Yaselli and J. B. Wycoff.

The Firestone Tire and Rubber Company have an interesting exhibit in their show window. They have constructed out of tires, and the new Ford set of wheels, with demountable rims, a fair likeness to a "Speedster." Tires are used to represent the hood of the car, more tires represent the rear, with a tire placed crosswise for a back rest, and an extra on behind. Boxes of tubes form the side arms on the seat. The frame is constructed of wood and the most interesting part, the wheels, are from the new stock of special type Ford wheels, all the same size, with demountable rims, and nonskid tires.

stove and range dealers, have purchased a two-ton Reo truck from the Revelle geant-at-arms. Harley-Davidson; the Motor Truck Company. The truck is equipped with Goodyear tires.

rimmed in blue broadcloth.

Miss M. L. Haley, who only last week ourchased her new model Hupmobile leaves with a party of friends Wednes day, for New York and Boston.

H. A. McCormick, Jr., associated with Mr. C. M. Dow in selling Hupmobiles here in Washington, leaves for Detroit on Monday to attend the annual con vention of Hupmobile dealers.

Hupmobile has inaugurated a night and Chesley & Harveycutter, exclusive rep-

resentatives for the Kelly-Springfield tires here in Washington, have taken over the agency for the Motz cushion tires. The Motz Company has closed their local branch, all business in the future, in Washington, being transacted through their new agents.

The agency for the Metz, the car that bridge and continue straight ahead into Harrison avenue.

22.6—Jersey City. Newark avenue and Hudson County boulevard. Turn left into boulevard.

94.6—Weehawken. Turn right into Third street.

10.75—10.75 placed an order for two carloads of these little "globe girdlers," which will be de-livered some time this week. Several orders have already been received for these cars, one delivery having been made week before last, even before the agency was closed.

Miller Brothers report the sale of the following Ford cars during the past week Touring cars—T. A. Harris, W. C. Copsey, J. F. Rice, Thomas J. Mc-Dowell, J. B. Janet, T. M. Gotwald, F. M. Miller, S. M. Tucker, Mary E. Hel-lar, Charles H. Mixer, Uriel C. Hays, J. M. Henning, P. J. Harman, M. R. Frazier, Frank Daly, Mrs. J. W. Fultz, G. Foster, H. S. Whitman, James Trimble, J. V. McKenzie. Runabouts— J. J. Rhodes, Raymond B. Morgan, Dr. Arthur J Hall, R. S. Bulger, J. T. Donahue. Delivery wagons-Peter M. Dorsch, Mac-Williams & Berger

bridge. Cross iron bridge (pond on left).

8.6—Sharptown, Irregular 4-corners, turn left.

8.8—4-corners at red brick building, turn right across iron bridge.

L. L. Barnes, District sales manager of the Federal Motor Truck Company. Detroit, spent several days here this week as the guest of Charles A. Cotterill, of the Federal Sales and Service Company. L. L. Barnes, District sales manager of

SCENES ALONG THE ROUTE. C. G. Percival Describes Old Manae

on a 50,000-Mile Trip.

is agonally right at hotel. Left on Central avenue, is route MM to Philadelphia. Cross railroad.

Cross railroad.

28.5—Malaga, 4-corners, turn diagonally left. Just before railroad is route to Cape May. Go through 4-corners (right leads to Millville) Cross railroad at Landisville Station.

38.5—Bear left cross railroad at Richland Station.

38.5—Bear left cross railroad at Richland Station.

38.5—Bear left cross railroad at Richland Station.

38.5—Bear left cross railroad, turn railroad days are still on its sides."

28.6—End of road beyond railroad, turn railroad days are still on its sides."

28.6—In the drive wheel.

38.6—In the d

MOTORCYCLE NEWS.

Last Friday, July 10, The Washington Herald published first notices of changes in the District traffic regulations, which are to become effective thirty days after date of first publication. Included in these revised regulations is a paragraph affecting the operation of motorcycles in this city, and the incorporation of this paragraph marks the culmination of a campaign of education which has been carried on for more than two years by the National Capital Motorcycle Club.

While the metorcyclists of other cities were enjoying the privilege of carrying a passenger on their machines, in some cases upder the sane regulations, but usually with no other restriction than the common sense of the operator, Washington motorcyclists were hampered by ing, of agriculture, of manufacturing and of selling automobiles. People no longer common sense of the operator, Washington motorcyclists were hampered by regulations which practically prohibited a passenger being carried on much washington was shunned by touring motorcyclists, while local riders made no affort to comply with regulations which were admittedly intended to prohibit a passenger being carried on a motorcycle. The National Capital Motorcycle Club undertook to secure a change in the existing regulations which would give to the motorcyclists of Washington the same privileges enjoyed in other cities.

"At the time the roads were very muddy all over the western part of the state and we had three divides to go mitted the motorcycle of the legal committee has finally succeeded in securing same privileges enjoyed in other cities, and through the efforts of its legal com-mittee has finally succeeded in securing mittee has finally succeeded in securing State and we had three divides to go the adoption of a regulation under which a passenger may be carried on a motor6,760 feet above sea level. We ploughed the adoption of a regulation permits a passenger may be carried on a motorcycle. The new regulation permits a passenger, male or female, to be carried on
a machine which is equipped with a
machine which is equipped with a
limited that the mountains, yet the Cartercar never
faltered. We also had to cross the Flathead Indian Reservation and through a
meaning and reservation are the second of the second a machine which is equipped with a standard tandem attachment consisting of seat, hand-hold and foot-rests and fitted with a canvas or fabric guard covering the upper portion of the rear wheel of the machine. These conditions have been from the first advocated by the club, and a motorcycle so equipped is claimed to be a safe and proper vehicle for two persons.

The National Capital Motorcycle Club was organized in 1907. The first meetings just returned from Missoula to Kalispell, 160 we arrived in Kalispell on schedule time with an absolutely perfect score. "Needless to say, Mr. Albert took the car, and gave me an order for a carload of four more geariess transmission machines for immediate delivery and I have use just returned from Missoula, where we

Taselli and J. B. Wycoff.

Mr. Frank McManaway, chief boiler inspector for the Interstate Commerce Commission, went to Pontiac, Mich. several days ago to receive his new model "5" Cartercar, which he drove to Washington, arriving iast Friday. He reports a delightful trip and is highly pleased with his car, this being his second Cartercar.

The National Capital Motorcycle Club was chief from Missoula, where we unloaded the cars. I was accompanied on this trip by Mrs. Dewitt and Mr. E. Mangold, who was chairman of the preliminary gneeting, was later elections and trip by Mrs. Dewitt and Mr. M. E. Mangold, who was chairman of the preliminary gneeting, was later elections at the club's first president. T. N. Mudd was vice president. T. N. Mudd was vice president. T. O. Wansieben was secretary and treasurer, and George Beall was captain. Other charter members were: H. T. La Bonte, Jack Bowle, R. W. Dewey, G. W. Wells and background."

The Firestone Tire and Rubber Company have an interesting exhibit in their increased until in the spring of 1993 the increased until in the spring of 1993 the increased until in the spring of 1993 the increased unit in the spring of 1993 the increased until in the spring of 1993 the increased unit in the spring of 1993 the increased thread the preliminary gneeding and thread at the headquarters of a dealer in New York avenua chines for immediate delivery and I have was organized in 1997. The first meetings chines for immediate delivery and I have where we unloaded the cars. I was accompanied on this trip by Mrs. Dewitt and Mr. We also carried four large suit cases.

"We took a photograph of the car in the mow and mud 6.7% feet above sea level. In it patches of snow may be seen plainly upon the mountain side in the move the section of the cars. I was accompanied on this trip by Mrs. Dewitt and Mr. We also carried four large suit care.

"We took a photograph of the car in the move the care in the suit and the care." The members meeting and the care in the suit and the care in the suit an increased until in the spring of 1998 the club numbered about thirty members, among whom were Lieut. Seifridge, who was the first of a long list of victims aeroplane accidents, and W. B. nella, conceded to be the king-pin of Washington speed riders, who was killed in a motorcycle accident in Indian apolis in May, 1909.

One of the early principles adopted was that the club should be in no sense a trade organization. How well that prinall the same size, with demountable is being carried out is shown by the fact that the president of the club rides a Henderson motorcycle; the vice Fries, Beall and Sharp, well known president, Excelsion; the secretary, Min-

captain, Harley-Davidson; the lieutenant, Indian. The club's early affiliation with the Emerson & Orme report the sale of a Federation of American Motorcyclists is Detroit, clear vision, electric brougham, shown by its having been the second club four-parsenger, worm drive, to W. P. Harging, who has only recently been appointed to the Federal Reserve Board. While Mr. Harging resides at the High-While Mr. Harging resources in the lands, in this city, he continues in the capacity of president of the First National Bank of Birmingham, Ala. The car is in blue and will be trimmed in blue morrocco.

Mrs. F. G. Herriman also purchased a four-passenger Detroit electric broughbar equipped with Edison batteries, blue and conditional organization. The events of the club are conducted under sanction issued by the Federation of American Motorbar equipped with Edison batteries. affiliated club. A portion of the initiation

cyclists, and delegates have been sent to the national conventions. The first race meet conducted in the name of the club was held at Benning track on Thanksgiving day, 1912, and was considered a most successful event. An-other meet was held on May 30, 1912, and the meets have been an annual event since that time, the latest being held May 20 last, when the efforts of the club secured the appearance of the greatest list of motorcycle and automobile racing drivers ever seen in Washington. Frank S. Long, Charles A. Hutchins, and George W. Beall, who compos legal committee that has brought and George W. successful termination a campaign that has extended over two years, are receiv-ing the congratulations of their friends for having secured the adoption of a

sane regulation. Seven new applications for membership in the National Capital Motorcycle Club were received last Wednesday night, when the club held its regular weekly meeting. The names of the applicants will be acted on at the next meeting of the club.

Members of the National Capital Motorcycle Club will meet at the club rooms at 9 o'clock this morning for the usual Sunday run. The destination will be determined at the time of the start. Frank S. Long has been appointed acting cap-tain for the day, and is advising all riders to observe traffic rules in the city and in the towns along the road.

Charles A. Hurdle has become a ber of the unofficial automobile division of the National Capital Motorcycle Club. and has been coming to club meetings recently in his big Rambler car. C. H. Cross, T. M. Dodson, and F. D. Hazelton are other club members who drive their own cars as well as ride motorcycles

Dan S. Herzog and wife are on a sidecar trip to Atlantic City, having left this city last Monday.

Harry C. May and C. V. Dessez, National Capital Club pathfinders, recently returned from a trip to Berkeley Springs, Pa.

C A Hutchins brought his white Tho sidecar outfit from Baltimore last Sun-day over a long stretch of freshly oiled now looking for some easy method of removing the oil from his machine.

George W. Beail, riding his two-speed Hariey-Davidson and with E. J. Smith as a passenger in a sidecar, recently made a fast trip from Atlantic City to Washington.

W. F. Throop, a charter member of the National Capital Club and one of the earliest riders in Washington, is showing his friends the latest method of on a 50,000-Mile Trip.

Those who drive by auto between New York and Philadelphia can see a curious dwelling on the old Trenton cutoff of the Pennsylvania Railroad, says Dr. Charles G. Percival, editor of Health Magazine, in his interesting book of automobile travel, The Trail of the "Buill Por." which deals with a 500 mile. Dog," which deals with a 60,600-mile perienced in maintaining balance. Differ trip, ence in the weight of riders does no "The house is made of an old water affect the operation, and there is nontank, which had done duty as a railway of the back-lash encountered with the

ern business. It is true of merchandis-ing, of agriculture, of manufacturing and of selling automobiles. People no longer

STUDEBAKER "SIX" TOWS 5 TONS

Over Rainbow Mountain and clear into orona, Cal., the Studebaker "Six" of F. M. Baird towed a heavy disabled car a distance of fifty-three miles. The en-tire load on the "Six" motor was found to be slightly more than five tons.

GREAT YEAR FOR DEALERS.

That Studebaker dealers the country over have made more money up to date baker sales manager, who has made a thorough trip of inspection throughout the the entire country.

Orygen gas for decarbonizing cylinders is now obtainable from the Selby Company. It is no longer necessary to carry a reserve supply, as we have the filled cylinders on hand ready for prompt delivery upon tele-We are exphonic request. clusive agents for the Commercial Oxygen Company, and the factory being nearby places within our easy reach a large reserve at all times.

96 Feet of Oxygen Gas for \$3.00 Cylinders may be kept free of charge until oxygen is used, or they may be bought outright

THE SELBY CO.



EXCELSIOR Has been built along the lines originally

Used Motorcycles 1912 Harley-Davidson, single... 1812 Arrow, single. 1913 Excelsion single

dition and guaranteed. Twenty-five in good renning condition can be from 25 up. East terms if desired. Haverford Cycle Co., AGENTS AND DISTRIBUTERS. 223 10th st. nw. TEL MAIN 6688

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and gives your car a handsome, water-proof polish. Cheaper Quick, effective, than soap. and lasting. We will clean your auto 'utility way" and keep it clean

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six months for only \$10.

Studebaker

WILL HANDLE NEW CAR FOR EASTERN MARKET

F. L. Jones to Represent Dodge Bros. When Auto Will Be Put on Sale in Fall.

F. L. Jones, who is well known to a majority of big business men in the East, has been appointed Philadelphia district representative for Dodge Brothers, De-troit, who are to make and market a Mr. Jones was for twelve years con-nected with Armour & Co., and more

fecently has been associated with the S. F. Bowser Company, makers of oil tanks and systems. With these two concerns he won an envisable reputation as an executive and organizer. Mr. Jones in an executive and organizer. Mr. Jones in his capacity as district representative for Dodge Brothers will have jurisdiction over the eastern half of Pennsylvania, southern half of New Jersey, a small section in the eastern half of West Virginia, and all of the States of Dela-

ware, Maryland, Virginia, and North Carolina.

Dodge Brothers have been large man

Dodge Brothers have been large manufacturers of motorcar parts since the earliest days of the industry. Their works comprise twelve buildings with an aggregate of eighteen and one-third acres floor space.

Nothing definite about the proposed car is known except that it will be moderate in price. Dodge Brothers are expert mechanics, keen business men, and the concern is backed by millions of dollars. It is generally conceded that the car will offer an exceptional value. In spite of the fact that no details In spite of the fact that no details about price or specifications have been given out, it is known that nearly 2,000 dealers have already applied for selling

WATCH FOR OIL LEAKS.

A point deserving attention at the



In every State of the Union-you'll find Fords outnumbering any other car three to one. And there's a reason aside from the purchase price. They do the job-they run all the time-they get you thereand-back at half the cost of the steam-engine types.

Runabout \$500. Touring Car \$550. Town Car \$750-f. o. b. Detroit. Complete with MILLER BROS. AUTO AND SUPPLY HOUSE, 81-81 Pierce St. N. E. 1105-07 14th St. N. W. Phone Lincoln 4060. Phone North 4165

PROOF THAT GEARLESS DRIVE IS MECHANICALLY CORRECT

Mr. Frank McManamay, Chief Inspector of Locomotive Boilers for the Interstate Commerce Commission, purchased a GEARLESS DRIVEN CARTERCAR and drove it fifteen months with a repair expense of

but 50 cents. This same gentleman, whose skill as a mechanic has placed him in charge of the inspection of 66,000 locomotives in the United States, has just purchased his second GEARLESS CARTERCAR.

Is not this some proof that the CARTERCAR gives SATISFACTION? Wherever you go with a CARTER-CAR it will bring you back Safely, Surely, Easily, and Comfortably.

MAKE US PROVE IT.

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Think what faith we must have in the Trumbull Cyclecar when we offer to allow any responsible party to try it out for thirty days and demonstrate to his own satisfaction the many sterling qualities of this light car. However, we are not taking any undue risk, because we know from past performance that the Trumbull will come up to every expectation. For full particulars regarding this remarkable free trial effer, apply to



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General Manager